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REFERENCE	TO:			

LENINGRAD SHIPYARD SUDOMEKH 196

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SIGNIFICANCE:

THE NEW 196B ATTACK SUBMARINE HAS BEEN MOVED FROM ITS PREVIOUS POSITION AND IS NOW POSSIBLY LOCATED BETWEEN TWO SUPPORT BARGES. TEMPORARY ROOF HAS BEEN PLACED OVER THE AREA, OBSCURING THE SPACE BETWEEN THE BARGES FROM VIEW. THERE ARE TWO POSSIBLE EXPLANATIONS. THE SOVIETS MAY CONSIDER THE 196B DESIGN SO ADVANCED THAT EXTRAORDINARY SECURITY MEASURES ARE WARRANTED, OR THE OVERHEAD SCREENING MAY BE THE RESULT OF THE RECENT FLOOD OF PUBLICITY ON THE EFFECTIVENESS OF RECONNAISSANCE SATELLITES. THE IDENTIFICATION OF NEW SUBMARINES HAS BEEN STRESSED IN MUCH OF THE PUBLICITY.

2. LOCATION:

LENINGRAD SHIPYARD SUDOMEKH 196 IS IN THE WEST-CENTRAL SECTION OF LENINGRAD ON THE SOUTH BANK OF THE NEVA RIVER.

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3. REMARKS:

SIMILAR POSITIONING OF SUPPORT SHIPS AND
FLOATING SCREENS IS USED TO CONCEAL NEWLY
CONSTRUCTED V-CLASS SUBMARINES FROM GROUND
VIEW AT THE ADJACENT ADMIRALTY SHIPYARD. NO
OVERHEAD SCREENS HAVE EVER BEEN USED ON V-CLASS
SUBMARINES.

4. COLLATERAL:

THE USSR HAS INDICATED A GREAT INTEREST IN THE SECURITY OF THE LENINGRAD NAVAL COMPLEX.

BECAUSE OF ITS DUAL ROLE AS A MAJOR NAVAL AREA FOR CONSTRUCTION AND REPAIR OF NAVAL VESSELS AND AS THE USSR'S LARGEST AND BEST EQUIPPED COMMERCIAL PORT, INTERNAL AND EXTERNAL SECURITY POSES A PROBLEM. FOR PROTECTION FROM DIRECT ATTACK, A LARGE CONCENTRATION OF SAM SITES AND MILITARY AIRFIELDS IS DEPLOYED AROUND THE CITY.

WITHIN THE NAVAL FACILITIES, SECURITY IS MAINTAINED BY ARMED GUARDS, A SYSTEM OF PERSONAL IDENTIFICATION AT ENTRANCES, AND THE USE OF HIGH FENCES AROUND THE YARD. CONCEALMENT SCREENS ARE USED TO BLOCK

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		THE VIEW FROM THE WATER LEVEL IN THE OUTFITTING AREA. THE USE OF THESE SECURITY SCREENS WAS FIRST NOTED AT SUDOMEKH IN 1958 IN CONNECTION WITH THE F-CLASS PROGRAM.
5. <u>FIR</u> S	ST IDENTIFICATION:	· · · · · · · · · · · · · · · · · · ·
. NEGA	ATION DATE:	
. <u>SUBS</u>	SEQUENT COVERAGE:	NONE
	ENSIONS/ ECIFICATIONS:	
	SION READOUT:	THE PREVIOUSLY OBSERVED NEW ATTACK SUBMARINE
•	•	6B SS) HAS BEEN MOVED FROM POSITION 29 AND IS EN TWO SUPPORT BARGES (APL/YR) AT POSITIONS 34
		RT BARGES (APL/YR), WERE AT THE QUAY AT POSITIONS
	AND 35	AND HAVE NOW BEEN PLACED IN PARALLEL POSITIONS
AT T	THE SAME LOCATION.	THE SPACE BETWEEN THE TWO BARGES IS WIDE AND LONG
1	should be restricted to the particular bri	briefing purposes only and should not be used for detailed analytical work. Their use efing boards (s) they were prepared for and must be considered valid only for the reof issue. For information concerning these notes contact Chief, Imagery Exploitation

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			Attachment	to
				Page4
ENOTICH TO		196B SS, HOWEVER,	A TEMPORARY F	OOF HAS BEEN
		THE SUBMARINE CAN		
		Y SCREENING FROM		
OBSERVATIO			·	
ALTHOUGH 7	HE TWO SUPPORT B	BARGES AT SUDOMEKH	ARE NOT KNOWN	TO BE NUCLEAR
ASSOCIATEI	, THEY ARE IDENT	CICAL TO THE TWO B	ARGES SERVICIN	G THE V-CLASS
SSN AT LEN	INGRAD SHIPYARD	ADMIRALTY 194		THEIR SIMILARITY
IN APPEARA	NCE AND POSITION	ING TO THE BARGES	IN THE ADMIRA	LTY SHIPYARD
SUGGESTS 1	HE POSSIBILITY T	THAT THE 196B SS I	s also nuclear	-POWERED.
THE 435-F0	OT DROP-STERN TR	RANSPORTER DOCK AN	D THE MERCHANT	SHIP THAT
PREVIOUSL	ACTED AS SECURI	TY SCREENS AROUND	THE 196B SS A	T POSITION 29
ARE NOW S	DE BY SIDE AT TH	AT POSITION. THR	EE PROBABLE F	SS ARE AT POSITION
31 AND 32	AND OTHER VESSEL	S OBSERVED INCLUD	E THREE PROBAE	LE MERCHANT SHIPS
AND ONE ST	PPORT BARGE AT T	HE QUAYS. ACTIVI	TY AT THE SOUT	HERN QUAY (POSITIO
43) IS OBS	CURED BY CLOUD S	HADOW AND AN UNDE	TERMINED NUMBE	R OF POSSIBLE HULL
SECTIONS A	RE ON THE QUAY N	EAR THE BUILDING	HALL.	
ARGEMENT FA	CTOR: 15X	40X		

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